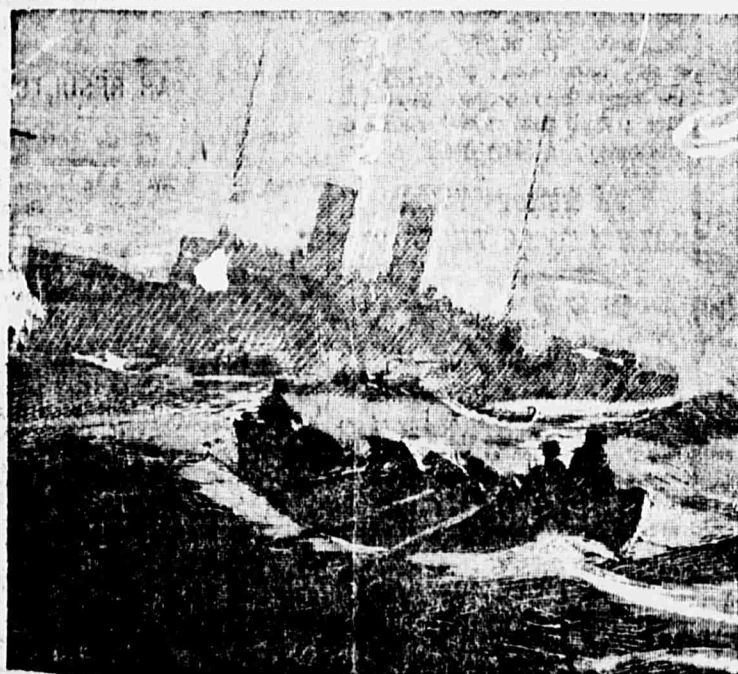


EVENING WORLD GETS FIRST STIRRING TALE

FIRST STORY TOLD TO EVENING WORLD BY A SURVIVOR ON BALTIC

H. J. Hoyer, of Spokane, Wash., Describes Thrilling Scenes Aboard the Republic from the First Crash to the Rescue.



H. J. Hoyer, of Spokane, Wash., who was one of the first of the Republic's passengers encountered by an Evening World reporter who climbed over the side of the Baltic from the Evening World tug Dalzelline, told the following graphic story of the collision at sea:

"The shock came when all of the passengers of the Republic and most of her crew were sound asleep. Mrs. Hoyer and I, like most of the Republic's passengers, were awakened by being violently thrown against the side of our bunks. The shock was terrific. Outside, in the passageway, I could hear the sound of running feet. From above, on deck, came shouts and the yelling of orders.

"I turned on the electric light and hastily throwing on over garments, Mrs. Hoyer and I made our way bareheaded and barefooted to the music room on the promenade deck. Meanwhile the alarm gongs were sounding all over the ship and the stewards were going from stateroom to stateroom arousing the passengers. By the time we got to the music room the place was full of men and women, some with nothing over them but the clothes in which they had been asleep, others wrapped in ship's blankets and steamer rugs, all more or less frantic with fear and shivering with the cold. The women huddled together, some weeping, a few hysterical.

NO REPLY TO WHISTLES OF DISTRESS.

"Most of the men rushed out on deck to ascertain what the trouble was. There we found the crew of the Republic taking the tarpaulins from the lifeboats and standing by ready to swing out the davits. There was no sign of any other ship anywhere. The foghorn of the Republic was letting out shrill blasts, but there was no answering whistle. I don't know how long we were left to wonder what had happened.

"Every minute brought more of the passengers on deck and in the music room, and the excitement was growing instead of lessening. A great number had put on life belts, and this sight had anything but a reassuring effect. Finally the second officer informed us that there was no danger of the vessel going under. The majority became composed at hearing this, but some of the women were still beside themselves and refused to return to their staterooms to dress, and their clothes had to be brought to them from their cabins by the stewards.

"In less than a half hour, however, mostly every one had managed to get clothed and was in the music room and dining saloon awaiting developments. After a little we heard an answering whistle, and the Florida came up looming out of the fog on our starboard quarter. There was an exchange of questions and answers between the two captains, and the injury to the Republic having been discovered more serious than was at first supposed, we were told that we were to be transferred to the Florida.

CAPTAIN STICKS TO HIS SHIP.

"This announcement caused more terror than had the shock of the collision even, but after a while comparative calm was obtained, and the transshipment was begun. The women and children went first, of course. I shall never forget the scene. The Florida could barely be made out, standing by, less than a cable length away. The sight of the first boats pulling off from the Republic was watched with a lump in the throat of every one. The boats would stand out, under the searchlight, and then fade away into the mist, lost to view. The Florida's boats had also been put over the side, and it was a sort of contest between the crews of the two ships as to which would behave more splendidly than the other and take over the greatest number of people in the least time.

"When it came to the turn of Capt. Seabey and the officers and men of the Republic to abandon the ship, they refused. It was the thing to do, of course, but nevertheless, to see it done gave us all the creeps.

"We stayed aboard the Florida all day Saturday, bobbing up and down, and packed like sardines. At 7 o'clock word came that the Baltic, which had stood by us several hours, would take us off. Once more we had to go through the heartbreaking experience of going from ship to ship in the lifeboats. It was the same thing as in the darkness of the early morning, except that the sea was running high instead of being quite still.

"I shall never forget it. For more than eight hours the little boats hurried from one ship to the other in the darkness, until 1,000 persons had been taken over to the Baltic. The crew of the Florida, following the example set by the crew of the Republic, remained on board, as did one of our passengers, Mr. Eugene Lynch, whose wife had been killed in the crash between the two ships and who himself was too badly injured to be removed. We are here now, and it is all over, and I intend to sail on another ship next week, but, just the same, I hope this is the only experience of this kind I will ever have."

**Crew's Brave Discipline
Saved All, Says Mr. Cupples**

Samuel Cupples, of St. Louis, one of the wealthiest citizens of that place, had with him his daughter, Mrs. Scudder, her two children and his physician, Dr. Wagner. They were going to Egypt to be away eight months. Mr. Cupples couldn't say enough of the behavior of the crew of the Republic and the Baltic.

"I never dreamed that those quiet, low

Taking Passengers of Republic and Florida From Latter Ship to Baltic by Searchlight.



rousing passengers, telling them of the danger and where to go and helping those who were dazed or hurt.

Roused Everybody in Quick Time.

"When they had been all through the ship twice, the captain passed the question 'All out?' From one after another, as though they had been doing the same thing every day for years, they called back 'All clear, sir'.

"Then he gave the order to go through once more and report again. They reported. From the time of this final report to the closing of the watertight compartments on the upper decks was just eleven seconds. I counted and so I know. They had to close those doors by hand.

"When I finally got my people together, I found that I hadn't a stitch to wear except my bathrobe. Dr. Wagner was good enough to go into my stateroom and get my overcoat. My daughter and granddaughters were a little

better off, but they lost all their clothes for the eight months trip, and all their jewelry. I guess the lot was worth about \$2,000, but it was mighty cheap to get off that easy.

Crew's Discipline Perfect.

"When it came to disembarking to go to the Florida the good discipline of that English crew showed up strong again. I take off my hat to those fellows. In their own dignified, decorous way, they made everybody stand back and keep in line and keep steady, and saw that every one had a chance.

"In the mean time the crew had let down a big sail over the side, to cover the gas in the Republic's side, but that didn't do much good. I'm afraid I got the gas in the Republic's side, but that's the way it was. The quicker I set home the better I'm suited. The land of the free and the home of the brave is good enough for me for a while. I don't think we any of us shall ever go to Egypt now. I have lost my interest in foreign lands. My daughter and her children will go to the Belmont until they can get enough clothes to travel in, and then they will follow me to St. Louis."

Republic Sailor Tells of Crash and Rescue

Joseph Flynn, one of the sailors on the Republic who was on watch at the time the accident happened, gave to an Evening World reporter a brief and concise account of the disaster from the standpoint of a seaman, while the Baltic was on the way up from Quarantine. Here is his story:

"I was on the lookout at 5:30 Saturday morning. The fog was very thick. Our fog whistle was sounding. We heard no signal anywhere else.

"The Florida was on us and struck us before anybody saw her. Capt. Seabey instantly gave the signal to close the watertight compartments, and we had them closed in eleven seconds. The hull was smashed on the port side and in fifteen minutes the engine and boiler rooms were flooded and all the lights went out.

Most of Passengers Cool.

"The passengers behaved very well. They were easily soothed by the assurances of the officials that everything was all right.

"At daylight we made out the Florida standing by. We had been hearing her foghorn before. Capt. Seabey was afraid we were badly damaged and gave orders to lower the boats and transfer the passengers to the Florida, which, we had learned, was seaworthy.

"We lowered fourteen boats and manned them. Women and children were transferred first. A passenger named Connolly created some disturbance on the side of the vessel where I was stationed by trying to butt in ahead of the women. I was told that another man tried to do the same thing

DR. BULL'S CONDITION.

The condition of Dr. William T. Bull, who is fighting cancer in his apartment at the Plaza Hotel, was today reported by his physicians to be unchanged. The doctor rested easily last night and was cheerful on awakening.

Story Writer Criticizes Delay of the Rescuers.

James B. Connolly, a writer of sea tales, was inclined to criticize minor details of the conduct of the rescue. Mr. Connolly started from Hampton Roads with the battleship fleet on its voyage to the Pacific, but was detached because the officers of the fleet felt that he was a disturbing element. He went to Washington and laid his case before President Roosevelt and got permission to rejoin the fleet in the Mediterranean. Mr. Connolly said:

"The fog was black at 5:40 o'clock Saturday morning when we were struck by the Florida. It was about 10 miles from New York, and fifteen miles south of Nantuxet.

"Five staterooms on the saloon deck and two on the lower deck were torn out as the bow of the Florida, after cutting into the Republic's side, ground astern. The rooms on the lower deck were torn out by the Florida's anchor, which was finally wrenched away and was later found in one of the wrecked staterooms.

Killing of Mrs. Lynch.

"The force of the collision was shown by the fact that, though the saloon deck staterooms were well inboard, the sharp bow of the Florida cut through deck planking and all and smashed everything—bunks, mirrors, wash basins and trunks—that was in the staterooms.

"Mrs. Lynch in stateroom 24 and Mr. Mooney in stateroom 25 were killed, instantly—cut to pieces. Mr. Lynch had his leg broken. Mrs. Mooney, who was in the berth beneath the one in which her husband lay, was unhurt. Mrs. Murphy, the wife of a South Dakota banker, was badly hurt, but her husband, who was in the upper berth was not injured.

"The shock of the collision started the plates of the Republic's hull, below the water line. In about six minutes enough water had entered to stop the engines which were working the electric light dynamos, and the lights went out. There were no emergency lanterns provided, and we had to blunder around as best we could, lighting matches and using candle-ends picked up here and there by the stewards. This state of things continued until daylight.

"When the Florida came back to us out of the fog she looked worse smashed up than the Republic. Three Italian sailors had been plastered against her forward steel wall in a shapeless mass. Two others were badly hurt. After a delay of two hours boats were cleared away. There was no difficulty about moving the passengers to the Baltic.

Criticizes Delay.

"The sea was smooth and the air was not very cold. But we remained on the Florida for four hours after the Baltic came alongside at 7 o'clock in the evening. I couldn't see any reason for this delay, though there may have been some.

"It took all night to make the trans-



J. B. Connolly.

fer of the 1,500 passengers of the Republic and the Florida from the Florida to the Baltic. A lot of women collapsed as soon as they set foot on the deck of the Baltic—I should say there were fifty such cases. They had good reason to be frightened. Some of the boats were allowed to toss around alongside for half or three-quarters of an hour until the Baltic was made ready to take them up. One woman was slammed between a boat and the ship's side. She dropped a bag of jewels, but saved her life by hanging on to the boat.

"If there had been more promptness in starting the transfer, a great deal of rough work would have been saved, for when the Baltic first came alongside, the sea was calm. Later it grew quite rough. There was great difficulty in getting competent men to man the boats, which caused much delay and much risk to passengers.

"The passengers behaved with remarkable coolness. The conduct of the Italian emigrants on the Florida was especially noteworthy.

All the baggage of the Republic passengers was left behind. The passengers recovered quickly from the shock and exposure. Mr. Lynch, whose leg was broken, was left on the Florida, as the shock of moving him would have been disastrous.

"It was our great good luck that the collision came to us in a smooth sea and that we had the aid of wireless. There is no telling what might have happened had we not had these two advantages."

All Behaved Admirably, Republic's Surgeon Says

Dr. J. J. Marsh, surgeon of the Republic, was in his pajamas and in his stateroom when the crash came. He said:

"I had just tossed aside my slippers preparatory to winding up a chapter of a book I was perusing, when I heard a significant exchange of whistles from our vessel and another craft. Then came the crash and I instantly divined that we were in collision. I rushed up on deck and then, to me, it was plain what had happened.

"The vessel that had struck us was just veering off in the fog. Passengers came quickly on deck in all sorts of night attire, but there was absolutely no panic, nor even great confusion. I never saw such behavior on the part of a large aggregation of people, suddenly confronted with grave danger. The men and women were plucky and

GET CELTIC SUPPLIES.

MESSINA, Jan. 25.—The American supplies for the earthquake sufferers brought out here by the steamer Celtic, that sailed from New York last December, are being distributed along the coasts of Calabria and Sicily, north and south of Messina and Reggio, by Italian torpedo boats. Gen. Mazza, the Italian officer in command of the earthquake zone, went on board the Celtic and expressed the gratitude of the Italian authorities and people.

There is now sufficient food in Messina, but the people still need clothing and shoes. A thousand more blankets were distributed today.

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